



Manhattan, 1921

WYT-95

A borough of New York City in southeast New York, mainly on Manhattan Island at the north end of New York Bay. Peter Minuit of the Dutch West Indies Company bought the island in 1626 from the Manhattan Indians, supposedly for \$24 worth of merchandise. The settlement of New Amsterdam, renamed New York when the English assumed control in 1664, quickly spread from the southern tip of the island, eventually becoming the financial and commercial center of the United States.

Builder: Balboa Ships, Canal Zone

Length: 120' 3"

Beam: 24'

Draft: 11' 9"

Displacement: 406 tons

Cost: \$

Commissioned: 20 November 1920

Decommissioned: 30 January 1947

Disposition: Sold

Machinery: Triple-expansion steam engine

Performance & Endurance:

Max: 9.3 knots

Cruising:

Complement: 19

Armament: 2 x 1-pounders

Cutter History:

The second cutter to bear the name *Manhattan* was built to replace the first harbor cutter *Manhattan*, which, when the new version was launched changed names to *Arundel*. Once accepted by the government, *Manhattan* was placed under the command of Captain W. T. Stromberg and was ordered to Woods Hole, Massachusetts, which served as her first home port. She transferred to New York harbor in 1923 and was based at New York City. She was occasionally used as an icebreaker when needed.

She continued to see service in New York during her Coast Guard career, even through World War II. She was decommissioned on 30 January 1947 and was sold on 28 July 1947.

Sources:

Cutter History File. USCG Historian's Office, USCG HQ, Washington, D.C.

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Robert Scheina. *U.S. Coast Guard Cutters & Craft of World War II*. Annapolis, MD: Naval Institute Press, 1982.

U.S. Coast Guard. *Record of Movements: Vessels of the United States Coast Guard: 1790 - December 31, 1933*. Washington, DC: U.S. Government Printing Office, 1934; 1989 (reprint).

